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GOVERNMENT LEADERS REPORT ON RR RECONSTRUCTION;
LACK OF RAILS DELAYS TRACK LAYING

Premier Chou En-lai refers to the accomplishments and status of railway reconstruction in China as of June 1950, and briefly mentions some future projects.

On the Lung-Hai Railway, reconstruction of the Pao-chi--T'ien-shui section is progressing; also new construction on the extension from T'ien-shui toward Lan-chou as far as Ting-hsi.

Surveys are in progress on the Ningsia--Pao-t'ou line, and have been started on the lines from Lan-chou northwestward toward Su-chou in Kansu, and southward from T'ien-shui toward Ch'eng-tu.

Track laying on the Ch'eng-tu--Chungking railway is delayed by lack of rails, but grading of the roadbed is practically finished as far as Chu-yang-ch'i. The first locomotive on the Ch'eng-tu--Chungking line rolled onto the tracks at the Chiu-lung-p'o Station in Chungking on 1 October 1950.

EDITOR DISCUSSES RR RECONSTRUCTION -- Shanghai, Ta Kung Pao, 12 Oct 50

Ten days ago, on the first anniversary of the People's Republic of China, Premier Chou En-lai said that, as of June 1950, 21,742 kilometers of railway lines in China, or about 88 percent of the total, were in operation. He added that by the end of 1950, 22,019 kilometers will be in operation. During 1949, emphasis was on the repair of the railways; however, in 1950, construction of several new lines was begun.

- 1 -

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50X1-HUM

In the Southwest, three new lines are being constructed: the Ch'eng-Yu (Ch'eng-tu--Chungking) line, the Tu-Chu (Tu-yun--Kuei-chu) section of the Kuei-lin--Kuei-yang line, and the Liu-chou--Chen-nan-kuan branch of the Kuei-lin--Kuei-yang line.

The Ch'eng-Yu line, from Chungking to Ch'eng-tu, is expected to be completed in 1951. The laying of rails from the Chiu-lung-p'o (1) /numbers refer to appended characters/ Station in Chungking has already been begun, and is expected to reach Chu-yang-ch'i (2) by the end of 1950.

Construction of the 158-kilometer section of the western end of the Kuei-lin--Kuei-yang line, from Tu-yun to Kuei-yang, was begun on 15 September 1950. This is the last section of the Kuei-lin--Kuei-yang line. From Liu-chou on the Kuei-lin--Kuei-yang line, a branch line is being constructed southward via Lai-pin to Chen-nan-kuan on the Viet Nam border. The section from Liu-chou to Lai-pin is already in operation.

Also in the Southwest, there is a proposed line which runs southwestward from Chu-chou in Hunan Province to Kuei-yang, a section of which, from Chu-chou to Hsiang-hsiang, was in operation in the 1930s until the Nationalists removed the tracks. A portion of this line has already been surveyed, and the preparations for the construction of this line are also being pushed.

In the Northwest, the western end of the Lung-Hai line from Pao-chi to T'ien-shui is being relaid, and from T'ien-shui to Lan-chou is being newly constructed by Chinese Communist troops. The Pao-chi to T'ien-shui section is being completely rebuilt to assure better operation of trains in this section. Approximately 50 percent of the earthwork has been completed. Construction of the T'ien-shui--Lan-chou section is also progressing rapidly.

At present, railway construction in China is limited mainly to the extension of existing lines, with the exception of the Chungking--Ch'eng-tu line, and it is hoped that the main line from Lan-chou through Sinkiang to the USSR will soon be constructed. This hope cannot be materialized within a short period under present economic conditions by China alone, but it could be accomplished within the next 3 to 5 years, if it were to be carried out as a joint Sino-Soviet project.

REPORTS PROCESS OF EXTENSION OF LUNG-HAI RR -- Ho-fei, Huan-pei Jih-pao, 10 Oct 50

Progress has been made on reconstruction of the section of the Lung-Hai line between Pao-chi and T'ien-shui. The railway alignment, 153 kilometers long, runs along the north bank of the Wei Ho through the gorges of the Tsinling Shan. There are 126 tunnels with an aggregate length of 21 kilometers; 610 large and small culverts; 94 large and small bridges. Because of the physical characteristics of the location, this section of the line constitutes one of the most difficult railway engineering projects in the country.

Since the necessary work of reconstruction was undertaken in 1950 by the People's Liberation Army stationed in Shensi, 8,200,000 fang /presumably 1 fang equals 100 cubic feet/ of earth and stone work have been completed. There are two particularly difficult and dangerous construction areas. One is at a point 17 kilometers west of Pao-chi. The place is called Shen Shan (3) and it is dangerous because of the frequent large-scale landslides of red clay. This clay is hard as rock when dry, but soft and slippery when wet. The cause of the recurring trouble was found to be a hidden spring. After this was discovered and proper drainage was provided, the difficulty was entirely overcome.

- 2 -

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50X1-HUM

At a point 132 kilometers from Pao-chi, a large fill was necessary, requiring the movement of 420,000 fang of earth where the precipices and slopes were steep and had smooth rocky surfaces. At present, no more landslides occur, and construction trains can get through to T'ien-shui. It is estimated that 44 percent of the earth and stone work on this section has been completed.

CHIA T'O-FU REPORTS ON CONSTRUCTION IN NORTHWEST -- Urumchi, Sinkiang Jih-pao, 17 Oct 50

In an article on "The Outlook for Railway Construction in the Northwest," Chia T'o-fu (4), Deputy Chairman of the Finance and Economic Committee of the Northwest Military Administrative Committee, reported on the progress made in railway construction work in the Northwest. On the section between Pao-Chi and T'ien-shui, 44 percent of the grading has been completed. Work is proceeding on the section between T'ien-shui and Ting-hsi of the extension toward Lan-chou. Between T'ien-shui and Ting-hsi, nearly 100,000 men are at work; and earthwork involving 3,600,000 fang of earth has been done. If the Pao-chi-T'ien-shui section can be completed before June 1951, great progress will have been made in the construction of the line as far as Lan-chou; it is hoped that the line will be finished within one or 2 years. General Bagirov of the USSR, who has had much experience in railway construction, highly praised our achievements after inspecting work on this project.

Two railway survey teams have already been sent into the field; one is to work from Lan-chou to Su-chou in Kansu; the other is to survey the line from T'ien-shui to Ch'eng-tu in Szechwan. Surveying is also going on for the line from Ningsia to Pao-t'ou in Suiyuan. When the above work is done, the next stage will be from Su-chou to Ha-mi, then from Ha-mi to Urumchi, and from Urumchi to Ho-erh-kuo-ssu (5) on the border between Sinkiang and Soviet Turkestan. When completed the railway line will be 6,612 kilometers long.

GRADING WORK COMPLETED FROM T'IENT-SHUI TO TING-HSI -- Hankow, Ch'ang-chiang Jih-pao, 26 Oct 50

Up to the end of September 1950, 2,100,000 fang of earth and stone work had been moved, thus completing the grading of the roadbed in the T'ien-shui-Ting-hsi section. Besides this, some 10,000 local laborers have built a total of over 400 kilometers of side roads at various points to permit delivery of ties from the neighboring sources of supply to the railway line. This section of the line is to be finished by the end of November 1950.

PROGRESS ON CH'ENG-TU--CHUNGKING RR -- Shanghai, Ta Kung Pao, 27 Oct 50

Chungking -- A locomotive drawing three flatcars actually rolled onto tracks at Chiu-lung-p'o Station in Chungking, on the Ch'eng-tu--Chungking line for the first time on 1 October 1950. The locomotive was British built 40 years ago, Type 260, No 1519 and is said to be still in good condition. Its tractive power is 600 tons. The locomotive can haul 30 loaded flatcars, and is suitable for the work of track laying. Because of recent heavy rains, the new roadbed was too soft, hence the locomotive merely pulled from a siding onto the main track, but did not proceed to Ta-tu-k'ou (6) as had been planned.

The grading on the section from Chungking to Yung-ch'uan is practically finished. Over 10 kilometers of track have been laid. Most of the railway ties have been delivered; now only the rails are lacking. The Southwest Railway Bureau plans to have trains reach Yu-ch'i (7) in Chiang-ching Hsien by the end of 1950.

- 3 -

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SHORTAGE OF RAILS CAUSES DELAY -- Hong Kong, Ta Kung Pao, 28 Nov 50

Chungking, 11 November -- The grading of that part of the Ch'eng-tu--Chungking Railway line between Chungking and Chu-yang-ch'i (2), a distance of 125 kilometers, is practically completed. Tracks have been laid from Chiu-lung-p'o Station in Chungking past Ta-tu-k'ou (6), for a distance of more than 20 kilometers. T'ung-kuan-i (8), which is 40 kilometers from Chungking, is expected to be reached by the end of November 1950. By the end of December 1950, tracks are expected to be laid as far as Yu-ch'i (7) 80 kilometers from Chungking. It will be impossible to fulfill the original plan of laying tracks all the way to Chu-yang-ch'i by the end of December 1950, because of the inadequate supply of rails and other equipment. According to a statement from the Southwest Railway Bureau, it will be some time in February 1951 before Chu-yang-ch'i can be reached.

The Political Department of the Southwest Military District Headquarters has arranged to hold, on 12 December 1950 in the Military District public assembly hall, a celebration by the headquarters company of the Ch'eng-tu--Chungking railway construction troops because of the completion of their task as far as Yu-ch'i.

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- 4 -

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